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## INFORMATION REPORT

COUNTRY	USSR	DATE DISTR.	17 March 1971
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DATE OF INFO	[Redacted]	SUPPLEMENT TO REPORT NO.	50X1-HUM

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- Damage caused to the ports of the USSR which were temporarily occupied by the enemy and to the ports of Leningrad and Tuapse as a result of military operations included:

67 % of total berthing facilities,  
79 % of storing surface,  
78 % of cranes.

- Despite wartime losses in crane equipment, the total amount of transhipping machinery on January 1947 had increased to the following extent compared with 1940:

Portal and semi-portal cranes - 267 %  
Quay cranes - 448 %  
Floating cranes - 123 %  
Motor and electric trolleys - 331 %

- The following table shows the percentage increase of crane equipment per annum compared with 1928:

Description	1928	Beginning of War	1/1/45	1/1/46	1/1/47
Portal and semi-portal cranes	100 %	400 %	436 %	716 %	1063 %
Other quay cranes	100	250	320	1000	1400
Floating cranes	100	145	85	345	1320
Motor & electric trolleys	-	100	222	298	1220

- In 1946, 74% of the cargo was transhipped mechanically. In 1947, 75% of the total transhipping was done by machinery, i.e., 10% above the average for 1946. High-speed methods for loading and unloading ships were used for the first time at Vladivostok and Baku in 1946.

- In order to supplement the stock of hoisting and conveying machinery for

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internal use in ports, the Ministry of Merchant Marine in 1947 instructed factories under its jurisdiction to turn out the necessary light equipment and to carry out tests on new machinery. Tests on an experimental automatic loader with forked grabs and a hoisting capacity of 3 tons gave good results. An experimental motor tractor, an experimental motor-scene with lifting capacity of 3 tons, and three travelling bucket conveyors have been or are being built. Over 40 transporters and 200 "klyusoi" for ore were built in the first half of 1947. Grabs, pneumatic travelling grain transshippers, etc., are under construction.

6. New first-class deep metal berths have replaced the former shallow berths No. 210 and No. 22 at Odessa and No. 5 at Nikolaev. Large modern warehouses with big bays and improved roofing, offering better maneuvering facilities for the railless traffic inside the port, are being built on the sites of the former warehouses at Riga.
7. The following work was completed in 1946 and 1947:

The export section of the port of Riga has been rebuilt.

The landing-stages of the first section of the port of Leningrad have been reinforced with concrete to take heavy loads.

Landing-stages of the new pier at Odessa have been rebuilt.

New deep landing-stages at the port of Nakhodka have been rebuilt.

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